

TALK GOOD BUSINESS
When someone talks bad business
Someone stops buying
When someone stops buying
Someone stops selling
When someone stops selling
Someone stops making
When someone stops making
Someone stops earning
When someone stops earning
Everybody stops buying
THE DRAGON MOTOR CAR CO. LTD.
Telephone Central 1246 or 1247
33 Wong Nei Chung Road, Happy Valley.

China Mail

ESTABLISHED
1848

No. 19,573

HONGKONG, FRIDAY, AUGUST 14, 1925.

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27 dozen

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All sizes

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LONDON DIVORCE.

WIFE'S LETTERS FROM
HONGKONG.

HUSBAND'S CHARGES.

"Concerning a wife eloped to China with her lodger and subsequently wrote in a repentant vein to her husband, a curious story was told in the Divorce Court," says the "News of the World," dated July 10. "Petitioner was Mr. Percy Lighth, painter and decorator, of Beaconsfield Road, Stoke, Coventry. He alleged that his wife, Mrs. Eva Mary Lighth, has committed misconduct with Mr. C. A. Sutherland Russ, a solicitor."

Mr. Cotes-Freedy, K.C., explained that the parties were married in 1904, and there were three children. When petitioner returned home from military service in 1920 he found that Mr. Sutherland Russ was a lodger in the house. He had then no suspicions that there was anything wrong between his wife and co-respondent.

"In August, 1921, however, Mr. Lighth received a letter from a firm of Coventry solicitors, with whom Mr. Russ was then employed, and on going there was informed that his wife had accused him of cruelty, and that he must enter into a deed of separation. In the presence of his wife and Mr. Russ, Mr. Lighth was persuaded to enter into a deed of separation."

"Afterwards Mrs. Lighth and co-respondent left the house, and then it was that the husband's suspicions were aroused. He heard nothing more of his wife until he received a letter from her from Hongkong, in which she expressed her sorrow for being so wicked and heartless and saying she guessed petitioner had heard with whom she was. Later, Mr. Lighth learned that Mr. Russ had obtained the steamship berth for respondent and the youngest son, whom she had taken with her. Mrs. Lighth further wrote that she was a very unhappy woman, constantly thinking about the two sons she had left behind, adding, 'I was not mistress of myself,' and asking her husband's forgiveness."

"In support of his contention that Mrs. Lighth's letters from Hongkong inferred that she and Mr. Russ were living together, Mr. Cotes-Freedy read a letter she had written to a friend, in which she stated:

"In two years' time we shall be rich, as we have these shares which will finish in 1925. Then we shall get £10,000, and there is Mr. Russ's business."

"Counsel added, with regard to the deed of separation, that Mr. Lighth entirely repudiated the allegation that he had ever been cruel to his wife."

"When Mr. Lighth was giving evidence as to the deed of separation, Mr. Justice Hill asked: 'Is your wife much bigger than you?'

"Petitioner: 'No, my lord.' "His Lordship: 'I was wondering why you did it.'"

"The jury found that respondent and co-respondent had committed misconduct and fixed damages at an agreed sum of \$400."

"His Lordship therefore granted a decree nisi to Mr. Lighth, with the damages."

SERIOUS CHARGE.

POLICE ALLEGATION ABOUT
A LEAFLET.

INCIDENT ON THE WHARF.

Possession of a seditious leaflet led to a charge being framed against a Chinese youth before Mr. S. B. E. McElderry at the Central Magistracy this morning.

Outlining his case, Sub-Inspector R. Shannon stated that the accused came from Macao by the a.s. Sui Tai on Wednesday evening, and that the document was found in his pocket on being searched on the wharf. The Inspector alleged that an unsuccessful attempt was made by the accused to destroy the leaflet by snatching it from his hand after it had been handed to him by the sergeant of the search party.

The case was fixed for hearing on Wednesday, the accused being represented by Mr. Leo d'Almeida.

The charge is that the accused possessed a seditious leaflet, and that he attempted to destroy it by snatching it from his hand after it had been handed to him by the sergeant of the search party.

The case was fixed for hearing on Wednesday, the accused being represented by Mr. Leo d'Almeida.

ARMS HAUL.

SUCCESSFUL RAID IN
KOWLOON.

FIVE PERSONS ARRESTED.

Armed with a search warrant, a party of Police under Sub-Inspector F. Shaftain paid a visit yesterday to the second floor of 47, Yu Chau Street, Kowloon, which was suspected to be harboring suspicious characters.

The raid proved successful as two revolvers, 69 rounds of ammunition, and a quantity of gold watches and other jewellery were found on the premises.

As a sequel to the discovery of the arms and jewellery, three men and two women were taken into custody on suspicion that they had participated in an armed robbery at Hung Hom on July 30.

H.M.S. HERMES.

PLANES LANDED AT
TORPEDO DEPOT.

FLAGSHIP ARRIVES.

Having landed at the torpedo depot some of her 'planes in order to allow of more room aboard, H.M.S. Hermes proceeded yesterday from the Kowloon side to the man-of-war anchorage.

H.M.S. Hawkins, flagship of the China Squadron, arrived in the Harbour this morning from Wei-hai-wei. She is to replace H.M.S. Cairo, which is proceeding North.

RENT INCREASE.

COURT KEPT BUSY WITH
DISTRRAINTS.

HARDSHIP ALLEGED.

Without expressing an opinion one way or the other, writes a correspondent to the "China Mail," there is certainly some distress in the matter of payment of rent during the last few weeks—a matter to which attention has again been drawn by the report in yesterday's issue of the latest action of the Chinese Tenants' Association.

Every day, the writer maintains, the outdoor staff of the Supreme Court is busy attending to applications for distraint for rent. Being engaged in legal work he says that he knows for a fact that, in normal times these applications seldom number more than four or five a day, but the number has now risen to about twenty a day.

A shroff, who is connected with the correspondent's client, has been to Court every day this week taking out distraints for rent in different parts of Hongkong.

The correspondent attributes this abnormal state of affairs to the hardship entailed by the poorest classes of Chinese who are hard put to live when food is so high. The number of instances where principal and sub-tenants have absconded wholesale will be surprising. With conditions as they are it is only to be expected that landlords have to take steps to recover back rent. "If, then," continues the writer, "the poor cannot pay back rent, how can they pay the increase of 15 per cent."

Yesterday the "China Mail" reported that the Chinese Tenants' Association had decided to petition the Government with a view to deferring the enforcement of the new rents law whereby an increase of 15 per cent on the standard rent is permissible. The "Wah Kiu Yat Po" yesterday reported that a number of landlords had been stated as having waived the right to increase, for the time being.

To-day it is mentioned that legal advice is being sought in drawing up the petition.

Shops Hard Hit.

On inquiry, the "China Mail" learns that the number of warrants issued is higher than normal. Amounts vary from trivial to fairly large sums. Some warrants have been executed after a few days' overplus and others when two or three months' rent is outstanding.

In town this week were noted a good many small and medium establishments, where the bills had been unpaid for some time.

COOLIE'S JEERS.

A FARE AND A \$10
FINE.

RICKSHA MAN'S "CHIEK."

That after refusing to take him as a fare, a Kowloon ricksha coolie hid behind a tree and jeered at him was the allegation made by Mr. J. P. Robinson, the well-known resident and cricketeer, before Mr. E. W. Hamilton at the Yau-mat Police Court this morning when the coolie was fined \$10 or 14 days.

The charge was one of refusing to accept a fare. Mr. Robinson came out of the Palace Hotel about 1.45 p.m. yesterday and hailed the coolie, who, sitting in his ricksha, refused. On Mr. Robinson's going over towards him, the coolie backed away, shouting, and pointing to the Hotel, indicating that he was engaged by a patron who had gone inside and was still waiting. Mr. Robinson then went inside where there was only one visitor, who said that he did not have a ricksha waiting in the road. Mr. Robinson then insisted that the coolie should also go into the Hotel when his statement could be disproved but he hid behind a tree and jeered. He was handed over to an Indian police officer.

His Worship found the charge proved and imposed sentence as stated.

Bad Language Used.

Lieut.-Col. E. D. Matthews, secretary of the Golf Club, successfully prosecuted in another case, the ricksha coolie being fined \$5 or 7 days for using bad language.

Giving evidence, Colonel Matthews said that he engaged defendant's vehicle at the Kowloon "Star" Ferry wharf at 1 p.m. on August 4 to go to Humphrey's Building. In Mody Road defendant went very slowly and was ordered from one side to the other of the road. Witness told him to "Faiter" (Hurry Up!) whereupon defendant turned round and used the words complained of.

Defendant denied the charge. His version was that when his fare told him to get a move on, he turned round and answered "Ho" (Good).

His Worship (Mr. E. W. Hamilton) said that defendant was lying, as there was all the difference between the monosyllabic "Ho" and the epithets which Colonel Matthews had heard.

His Worship also remarked that it was lucky for defendant that the Colonel had taken his number and applied for a summons, otherwise he (defendant) might have been worse off.

A "CRUEL MURDER."

ATTEMPT TO SECURE
REVOLVER.

JUDGE'S CONDEMNATION.

After a retirement of half an hour's duration, the jury found guilty of murder a Chinese against whom it was alleged that in conjunction with another man he had caused the death of an Indian constable. According to the dying statement of the Indian constable, the prisoner was another man, with a view to obtaining possession of the revolver he carried, had stabbed him and then shot him with his own revolver.

His Lordship before passing sentence of death, said the evidence against prisoner was very clear and he was fully in accord with the verdict which had been given. Prisoner had been found guilty of taking part in a very cruel murder. The unfortunate constable had done nothing to prisoner, and simply because two men wanted possession of his revolver they murdered him in the way they did. His Lordship passed sentence of death, prisoner showing no signs of emotion, walking quietly from the dock.

According to the "Wah Kiu Yat Po," the prisoner was a Chinese named Lee, who was arrested in Canton and brought to Hongkong.

TIENTSIN RIOTS.

CHANG TSO-LIN SENDS
TROOPS.

FALSE REPORTS CIRCULATED.

(Reuter's Service.)

Tientsin, August 14.
The Yuta mill, which was wrecked, is owned by Japanese. The Paocheng mill, where the strike started, is partly wrecked and is Chinese owned and American managed. No further disturbances have taken place to-day. A number of workmen presented themselves at the mills, but it will probably be months before the Yuta mill is working.

A detachment of special gendarmerie, sent from Mukden by Chang Tso-lin, has arrived. It is stated that a number of students and strike leaders have found refuge in the Foreign Concessions.

Twenty rioters and nine police who were wounded, have been admitted to hospital in the native city. Five of the former are reported to have very little chance of recovery, whilst some of the police are not expected to live. It appears that many of the wounded were carried to the country, fearing arrest.

Many false reports have been circulated among Chinese, in which foreigners are blamed for the trouble.

SOLD FOR \$650.

FARE OF MR. ABBOT'S
MANILA PURCHASE.

TO MEET STORAGE CHARGES.

The Curtis biplane, which Mr. H. W. Abbott brought from Manila in March of this year and has since been lying partially submerged off the Empress wharf at the Kowloon Godowns, was sold by auction this morning on the instructions of the Pacific Mail Steamship Company, which is winding up its affairs here. Instructions for sale were given in order to defray cost of storage.

The biplane was the one which broke from its moorings at Manila and was recovered slightly damaged after many hours drifting out to sea. Mr. Abbott, who was in Manila at the time, bought it with the intention of demonstrating the practicability of instituting a passenger and mail service between Hongkong and Shanghai, but since its arrival it has received no attention; and, although the fabric showed little signs of deterioration at the sale this morning, the hull and other parts were not in the best of condition. Since one of the recent "blows" the machine has remained partially capsize.

The chief value lay in twin 12 cylinder engines, Liberty motors, which are tremendously powerful, for the plane was designed to carry sixteen or eighteen. These motors will naturally be very expensive to run.

The sale of the plane this morning was conducted by Mr. L. E. Lammert, of Lammert Bros. Mr. Rowe and Mr. A. Wing, the latter of whom salvaged the Heung Shan, were the only bidders, and the price advanced from \$550 to \$650, at which figure the plane was bought by Mr. Rowe.

The sale was subject to the restrictions on removal from the Colony in connection with which permission will have to be obtained from the Superintendent of Imports and Exports.

That deliveries of mail are being extended by the Post Office is one of the reports in to-day's "Wah Kiu Yat Po," which has also been informed that the Post Office is desirous of engaging a number of postmen whose wages are \$17 per month, under a guarantee of \$25.

A report received at a Police headquarters states that a motor truck overturned at the fourth mile stone at Tai-po. The accident fortunately was not attended with more serious consequences than slight injury to the passengers.

TRAIN DISASTER.

HEAVY CASUALTY
LIST.

WORST FOR LONG TIME.

(Reuter's Service.)

Paris, August 13.
The Boulogne express, travelling at full speed was derailed near Amiens.

Nine people were killed and 50 injured.

Further Details.
It is known that 12 were killed and 80 injured.

The engine driver has been arrested.

The train was unusually full of holiday-makers, mostly third class, going to the seaside.

The train was due to stop at Amiens, but entered the station at full speed.

The engine jumped the points and dragged off the luggage van and seven third-class coaches, which telescoped and splintered.

M. Briand, returning from London, was held up as a consequence of the accident, causing rumours in Paris that it was his train that has been derailed.

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name, photograph and thumbprint. At the termination of
the present situation we hope to be able to supply servants
of all descriptions for a nominal fee.

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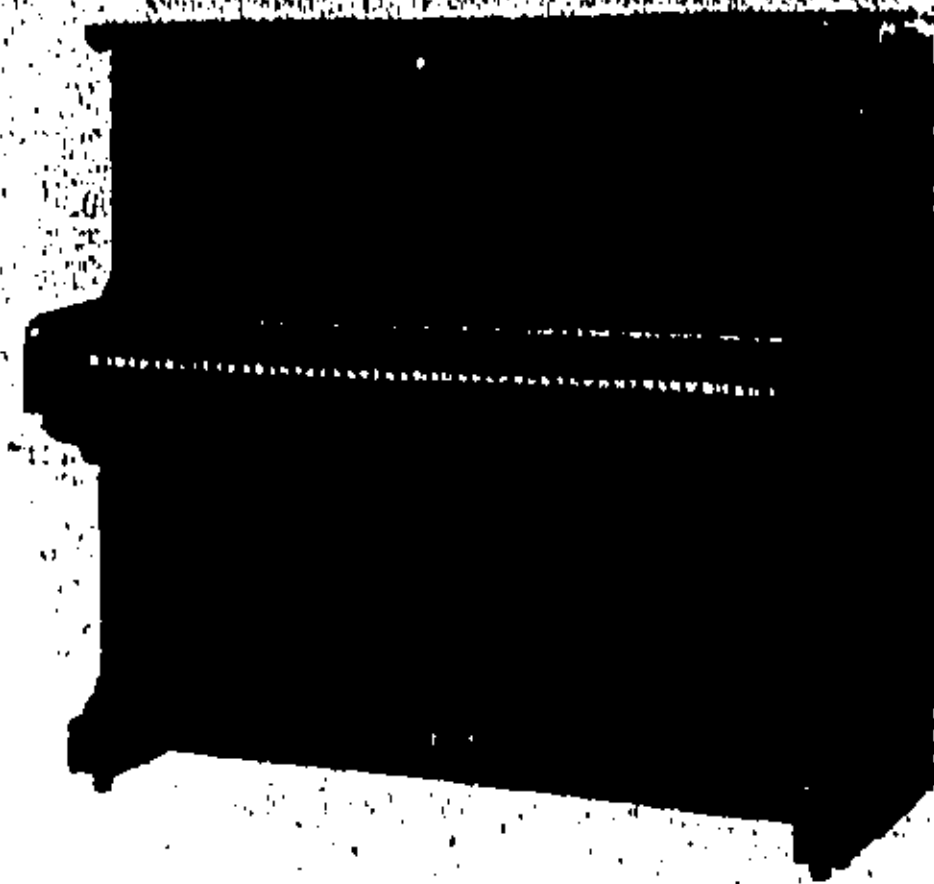
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BIRTH.

BALHETCHET.—On August 4,
1925, at the Maternity Hos-
pital, Singapore, to Dr. W. A.
Balhetchet, of General Hos-
pital, and Mrs. Balhetchet, a son.

ACKNOWLEDGMENT.

Mrs. Wittchell and family desire
to thank all friends who have sent
floral tributes, letters of con-
dolence and showed their kind
sympathy during their recent
bereavement.

Hongkong, Friday, August 14, 1925.

HONGKONG'S VOICE.

It is now over seven weeks
since there took place in Shamen
Incidents, which, so far as the
Chinese involved were concerned,
can only be described as an open
act of warfare. Since then, a
movement has been directed from
Canton which has brought entire-
ly to an end the trade of British
firms with South China, and
adversely affected the Chinese
economy. The Chinese Government
has been unable to do anything
without the consent of the British
Government.

In any event, representations it
wishes to make officially, must go
through the Colonial Office which
has no power but may, if it
chooses, pass such on to the
Foreign Office. Thus it comes
about that when Hongkong desires
to represent its views to the Home
Government direct on happenings
at Shamen and Canton which
directly concern it, for Canton is
South China so far as business is
concerned and trade with Canton
is almost entirely directed from
Hongkong, a public meeting has
to be called and cablegrams
despatched on the initiative of the
conveners.

It would perhaps be too much
to expect the Home Government
to establish what might become
an awkward precedent in placing
a Crown Colony under the ad-
ministration of the Foreign
Office, but Hongkong's opinion
must in the future be more clearly
voiced in councils of deliberation
at Home on affairs concerning it.
Such a vital matter may well be
one to commend to the considera-
tion of our new Governor, the
Hon. Mr. C. Clementi.

A BEGINNING.

Straws are said to show which
way the wind is blowing. The
first of what we may call a series
of settlements in the north, may
be taken to show that a begin-
ning is being made in a return to
reason. After three weeks' negotiations an agreement has
been reached which provides for
resumption of work at the
Japanese Cotton Mills. Nine
companies, owning forty factories
and employing 50,000 hands, are
concerned. Three weeks may seem
a considerable length of time in
which to settle a presumably
simple matter—the antagonism
having been on one side only.
The agreement puts the Japanese
owners in a very creditable light.
It must, at the outset, cause the
indifferent and the ignorant to
think that capitalists are not so
bad as Bolsheviks and a certain
type of Socialist would have us
believe. The owners of the mill
where rioting took place have
offered the wounded and relatives
of those killed \$10,000. We trust
this offer will not be taken as a
sign of weakness. It seems easy
to convince the unlettered, un-
tutored, and unthinking mass of
labour in China that its ends can
easily be attained by a "little
strike, and possibly a "little
bloodshed." If such is the case it
should be quickly contradicted.
Think of Chinese capitalists act-
ing similarly! The further
clauses of the agreement suggest
that there is not one of them
that could not have been obtained
by peaceful, if persistent, repre-
sentations. The Labour move-
ment in China is likely to ap-
proximate to that which exists
elsewhere: numbers of guilds or
unions, controlled by paid officers,
who, in order to "earn their
salt," are likely to exert
undue influence and willfully
foment unnecessary trouble.
Peaceful representations would,
in time, have gained such things
as increase in wages, where such
was found to be necessary; the re-
cognition of organised Labour
Unions; and the other things in-
cluded in the agreement. The
vexed question of strike pay
enters into the matter and here
there seems a diplomatic victory
for both sides. No strike pay is
to be given, but as the reluctant
strikers suffered through the loss
of wages during the long strike,
the millowners will compassion-
ately extend reasonable help to
the workers. Hongkong should
be particularly interested in this
part of the agreement; for it
establishes a precedent from
which it will be difficult to get
away, if, and we do not suggest
it, it is desired to do so. For
Hongkong cannot ignore the fact
that many of its strikers have
been reluctant, although it can be
argued, and probably proved, that
they suffered no particularly big
loss, seeing that many of them
have been shepherded in Canton
and enjoyed notoriety so much
enough of certain types of
Chinese minds. The money ques-
tion is likely to play a great part
in any effort at settlement which
may come from the other side and
those called upon to negotiate
should know what they are likely
to think about before entering
any meeting room. This is the
way. There must be general
satisfaction that the first of what
may prove to be a series of settle-
ments has been made, and con-
gratulations to the Japanese mil-
lowners for conducting to an
agreement which does them no
dish credit.

SHREDS AND PATCHES.

**Admiral Sir Arthur
A NAME.** Leveson, in making
an appeal in London
for contributions to a Seamen's
Institute in Shanghai, refers to
residents there as "Shanghai-
sians." As a test in inebriation,
the word seems excellent. As a
description of good Shanghai
people it leaves much to be
desired. Fancy Hongkongaisians!

The Chinese have
EVIL SPIRITS. had much to occupy
their minds recently
and the question of evil spirits has
been again to the fore. A local
lady tells a story of the belief of
some of the charges in the insitu-
ation of which she is the head of
a certain room being haunted. One
day, seated alone in this particular
room, the possibility of the truth
of the assertion being well founded,
was borne in on her, for
there were sounds of flappings,
which were mysterious if not
awesome. On investigation how-
ever nothing more serious was dis-
covered than the fact that the
gold-fish had some how managed to
get out of its shallow bowl and was
flapping about on the floor.

The animated discussion
LIONS. as to whether the lions at
Wembley are British
lions or lions of Judah has
brought forth a flood of learned
comment and research into a sub-
ject seemingly devoid of great
historical interest. However, an
eminent authority now comes into
the field with the assertion that
the English lion is not English at
all, but French. It is held to have
come from Aquitaine, that land
beloved by James Branch Cabell,
where the kings of England once
held large properties as dukes of
Aquitaine. It is further held by
heraldic experts that there is no
definitely English beast for
heraldic purposes. There was
the great Dragon of King Arthur,
but his slaying by St. George has
rather ruined him for public
purposes. If the English lion is
really French, there is rather a
touch of humour in the fact that
Landseer's polite-looking lions
were erected at the base of the
column dedicated to the memory
of Nelson, the "scourge of the
French."

There is at least one
NORTHCHURCH. Hongkong journalist
who can speak of
active connection with the late Lord
Northcliffe, and can testify that he

had a heart. An interesting note has
recently appeared which may bear
this out. When the late Lord
Northcliffe, then Alfred Har-
mworth, started Answere, his col-
leagues in the enterprise were
Edward Markwick and Captain
Beaumont, both then resident, as
Harmworth was, in small villas at
South Norwood. It was believed
the arrangement between the three
was that Captain Beaumont supplied
the capital, Markwick the technical
knowledge, and Harmworth the
ideas. However, in the end,
Harmworth got rid of his two col-
leagues, both of whom strongly re-
sented the process. Much to
Harmworth's credit, when his in-
come began to run into great figures
he amply compensated Markwick
for his services. Whether Beaumont
participated is not known, but
it would not be surprising if he did.
When Northcliffe was in Hong-
kong a then member of the staff of
one of the papers tried to get him
to visit his particular paper's office.
He thought the office so unique,
that Northcliffe would be impressed
with it—in a certain direction let
it be added. But here was nothing
doing. Northcliffe, spent part of an
evening with the present M.O.H.,
Dr. Pearce at the Hongkong Club—
doubtless a very interesting time.
He was also responsible for the
garden party—which he did not
attend—at Marble Hall, Sir Paul
Chuter's residence, where a "re-
vivalist" meeting was held in be-
half of the Overseas League—a
League which primarily owes its
existence to the Daily Mail.

Sam, aged five, con-
SIDERED. sidered himself to
be a connoisseur
of motor-cars, and rested assured that
every make on the road was known
to him. One day his father took
him down to Southampton to see
the ship on which his grandmother
was travelling to America. Sam,
however, refused to be impressed.
"Yes," he said, looking at its enor-
mous bulk up and down contem-
platively, "and where does the
driver sit?"

This is an amusing story
SMOKE. about Sir Thomas Lipton,
who, when he was offered
a cigar, declined. "Although I am
probably the biggest smoker in Eng-
land, I never smoke cigars," he said.
"Prefer a pipe or cigarette, I
suppose," said the other.
"No, I never smoke either," re-
plied Sir Thomas.
"Indeed," said his friend, "then
may I ask what you do smoke?"
"Bacon," said Sir Thomas.

THE NEW WEST DISCLOSING THE OLD EAST.

Those who believe that study of
the classics—a knowledge of lan-
guages, customs, laws, successes
and failures of the ancient civiliza-
tions of Egypt—Assyria, Greece
and Rome, is of value in working
out problems involved in the
development and progress of the
modern world have reason to be
grateful to the president of the
Archaeological Institute of America,
R. V. D. Magoffin, remarks an
American paper. For he called
attention, in an address he gave
recently before the Classical
League in Indianapolis, to some-
thing of great interest that is hap-
pening in connection with exca-
vations that are being made in various
places where the old civilizations
flourished.

He pointed out that these ex-
cavations have caused a noticeable
revival and increase in interest in
the ancient civilizations and is pro-
moting a keener search for know-
ledge of the histories, languages
and manners of peoples who lived
and ruled many centuries ago. The
discovery of hitherto unknown
manuscripts, the uncovering of
houses, temples, implements of
home life, and tools and products
of industries combine to give a far
more vivid and lifelike picture to
modern eyes of how ancient nations
lived and worked than it had been
possible to produce in the past.
The kings and generals of Egypt,
the conquerors and law-makers of
Assyria, the Solons and Pericles of
Greece and the Ciceros and
Caesars of Rome become much more
than shadowy, half real figures in
the mists of time as we become more
intimately acquainted with their
daily lives and the details of the
surroundings in which they strug-
gled, succeeded and failed.

In connection with these ex-
cavations and the new impetus to
classical study they are giving to
it is extremely interesting to note how
much is being contributed towards
improving the past by education
and the study of the classics, and
how the study of the classics is
being made more and more of a
practical study.

Those who believe that study of
the classics—a knowledge of lan-
guages, customs, laws, successes
and failures of the ancient civiliza-
tions of Egypt—Assyria, Greece
and Rome, is of value in working
out problems involved in the
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Greece and the Ciceros and
Caesars of Rome become much more
than shadowy, half real figures in
the mists of time as we become more
intimately acquainted with their
daily lives and the details of the
surroundings in which they strug-
gled, succeeded and failed.

Since last December more than
300 houses have been uncovered
and more than 1,000 rooms have
been cleared of debris and sand.
Here are some of the articles found:
450 Greek pottery, a small library
dating from the second to the fifth
centuries, a large collection of glass
vessels, fifty examples of basketry,
textiles, clothing, ancient fabrics
from linen, flax to coarse woollen
like stuffs, 100 examples of wooden
tools, large numbers of terra-cotta
figures, 200 lamps, great numbers
of coins, farming implements, per-
fectly preserved sets of harness for
donkeys and oxen, a big basket
with a handle of ivory, a large
quantity of small pieces of pottery,
and many other articles of interest
and value.

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MAIL AND PASSENGER SERVICES.
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EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tonn	From HONGKONG (About)	Destination
"SICILIA"	8,813	18th Aug. at 1 p.m.	S'pore, Penang, Col'bo & E'bay
"MACEDONIA"	11,059	21st Aug. at Noon	Marseilles and London
"KIDDERPORE"	8,334	28th Aug. at Noon	Milne, Cass Bianca, London, A'werp & Hamburg
"JEYPORE"	8,318	2nd Sept. at 1 p.m.	S'pore, Penang, Col'bo & Bombay
"YARLUNDA"	10,227	5th Sept. at 1 p.m.	Marseilles and London
"KHYBER"	8,114	12th Sept. at Noon	Port Sudan, Marseilles, London and Antwerp
"KARMALA"	8,138	3rd Oct. at 1 p.m.	Marseilles, London & Antwerp
"SOUKAN"	8,698	15th Oct. at 1 p.m.	S'pore, Penang, Col'bo & E'bay
"MALWA"	10,941	17th Oct. at 1 p.m.	Marseilles & London
"SICILIA"	8,813	19th Oct. at 1 p.m.	S'pore, Penang, Col'bo & E'bay
"KHYBER"	8,114	26th Oct. at 1 p.m.	Marseilles, London and Antwerp
"KARMALA"	8,138	2nd Nov. at 1 p.m.	Marseilles, London and Antwerp
"SOUKAN"	8,698	14th Nov. at 1 p.m.	S'pore, Penang, Col'bo & Bombay
"MALWA"	10,941	16th Nov. at 1 p.m.	Marseilles & London
"SICILIA"	8,813	18th Dec. at 1 p.m.	Marseilles, London & Antwerp
"KHYBER"	8,114	25th Dec. at 1 p.m.	Marseilles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS

"TAKIWA"	7,938	19th Aug. at 1 p.m.	Singapore, Penang & Calcutta.
"TILAWA"	10,006	19th Sept. at 1 p.m.	Singapore, Penang & Calcutta.
"TAKIWA"	7,938	26th Sept. at 1 p.m.	Singapore, Penang & Calcutta.
"TILAWA"	10,006	26th Oct. at 1 p.m.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"TANDA"	8,868	2nd Sept. at 1 p.m.	Manila, Sandakan Thursday Island
"ARAFURA"	8,000	7th Oct. at 1 p.m.	Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	4th Nov. at 1 p.m.	do.
"ARAFURA"	8,000	2nd Dec. at 1 p.m.	do.
"ST. ALBANS"	4,500	8th Jan. at 1 p.m.	do.
"ARAFURA"	8,000	5th Feb. at 1 p.m.	do.

"S.S. 'Tanda' will also call at Hilo and Port Sibutu.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Uva
Kumbura, Tawa, Timor, Darwin, or other ports en route as indicated on the
Frequent connections from Australia with the following:-
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Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Steamers to London via the Cape.
The New Zealand Shipping Company's steamers for South America and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"YARLUNDA"	10,227	20th Aug.	Shanghai
"GAIKOPPA"	8,237	22nd Aug.	Moji, Kobe, Osaka and Yokohama
"TILAWA"	10,006	1st Sept.	Kobe
"KARWALA"	8,128	4th Sept.	Shanghai, Moji and Kobe
"TAIRBA"	7,923	7th Sept.	Shanghai and Kobe
"ARAFURA"	8,000	14th Sept.	Moji, Kobe and Yokohama
"TAKIWA"	7,938	14th Sept.	Kobe
"MALWA"	10,941	18th Sept.	Shanghai and Kobe
"SOUKAN"	8,698	18th Sept.	Shanghai, Moji and Kobe
"KHYBER"	8,114	2nd Oct.	Shanghai and Kobe
"SICILIA"	8,813	2nd Oct.	Shanghai and Kobe
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe and Yokohama
"WARTU"	10,006	17th Oct.	Shanghai, Moji and Kobe
"KADYAN"	8,144	1st Nov.	Shanghai, Moji and Kobe
"TANDA"	8,868	7th Nov.	Shanghai, Moji and Kobe
"MOBEA"	13,911	14th Nov.	Shanghai, Moji and Kobe
"KARWALA"	8,128	18th Nov.	do.
"SOUKAN"	8,698	18th Nov.	Shanghai and Kobe
"MACEDONIA"	11,059	19th Dec.	Shanghai, Moji and Kobe
"ARAFURA"	8,000	12th Dec.	Shanghai, Moji and Kobe
"KHYBER"	8,114	25th Dec.	Shanghai, Moji and Kobe
"MALWA"	10,941	8th Jan.	Shanghai, Moji and Kobe
"DEBTA"	8,097	8th Jan.	Shanghai and Kobe
"ST. ALBANS"	4,500	8th Jan.	Moji, Kobe and Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Penang must carry their own Hotel baggage at Singapore
while waiting for the on carrying steamer.
All cabins are fitted with electric fans and electric lights.
Carriage sleeping not more than 11 ft. x 6 ft. will be provided at the
company's expense on the day steamer is sailing.
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OREGON ORIENTAL LINE
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Room 24, Bank of China Building, 100, Queen's Road, Central, Hong Kong.
G. De Young, Head Office, 100, Queen's Road, Central, Hong Kong.

OLD WOMAN'S TRAMP

80 MILES TO DEFEND A LAW CASE

A woman of 65, accompanied only by her dog, and with a shilling in her pocket, walked 82 miles from a Hampshire village to London during a recent week-end to defend a case in the Law Courts. She appeared in person to resist an application by the Attorney-General that she be restrained from setting up a stall, lighting a fire, or otherwise trespassing on his Majesty's land in the New Forest. She was Mrs. Catherine Foyle, of Ladysmith Cottages, Hounsdown, a few miles from Southampton, and, having lost her case, returned to her home, her fare having been paid by the Forestry Commissioners. Dusty and dirty, dressed in an old blue mackintosh and battered black felt hat, she reached her home with swollen feet and torn boots. In an interview she said to a "Daily Chronicle" representative: "I did it all for my husband's sake, and now there is nothing left. We are penniless, and I do not know what we shall do. All Mapped Out. On Saturday night, at 10 p.m., with my dog Rover and a shilling in my pocket, with no food, we set out. The weather was good, and I had thought everything out carefully. I took all my papers with me about the case, although I can neither read nor write, and I took my dog licence and papers showing my husband's and my own war work, and proof that I am a ratepayer. We set out on Saturday, and after much hardship reached London safely on Monday night. Rover and I walked every night and all day, and he has been a faithful protector to me and has never left me a moment. He even went into the Law Courts with me. I walked for two days with my shoes off. We went from Southampton to Winchester, and on Sunday morning I had a pot of tea and two slices of bread and butter at a cottage outside the town. Dog Must Come, Too. At Aldershot, further on, a policeman gave me a glass of water and let me rest a few hours, and on Saturday night we got to Basingstoke, where I went to the police station, but was unable to get help. I took to the road and cried on the way, and at last the dog and I got to Isleworth at 8 a.m. where I threw myself on the mercy of the workhouse master and told him the object of my journey. He was very kind. At first there was a difficulty about Rover's admission, but they consented to feed him and give him a bed as I said I would not be parted from him and that if they refused to let him remain with me I would lie on the road. So they let him stay, and next morning at 8 a.m. we left the workhouse as I wanted to get to the Law Courts as soon as possible. We trudged along as far as Hammersmith Bridge, and I felt I could go no further. People

stared at me and thought I was a tramp, and I felt ashamed and filthy dirty. Rover, too, began to get tired. A young man took pity on us and got us on a bus. And so we arrived at the Law Courts. There I collapsed. Everyone was very kind, and wharfed got better Mr. Justice Russell himself spoke to me and said I was a brave woman. They gave me a paper to bring back to say that I have got to tell all people who try to sell anything in the forest that they must not take a penny piece for anything. When I was taken to Waterloo I was treated like a lady. I was given food and anything that I wanted. But I do not know what we shall do now."

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERSIAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship

"SICILIA"
Capt. R. HARRISON, R.N., R.M.B.,
carrying His Majesty's Mail will be
despatched from this port on or about
TUESDAY, the 18th AUGUST, 1925,
at Noon, taking Passengers, and Cargo
for the above Ports.
Silk, Valuable and Tea for Italy.
France and London (under arrange-
ment) will be transhipped at Bombay
into the Mail Steamer proceeding direct
to Marseilles and London.
Parcels will be received at this
Office until 6 p.m. the day before
sailing. The contents and value of all
packages must be declared.
For further Particulars, Apply to
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 13th August, 1925.

Consignees.
NOTICE TO CONSIGNEES.
ELLERMAN LINE.
From EUROPE
HE Steamship
"KAZAMBE"
having arrived, Consignees of Cargo by
her are informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
Holt-Wharf, whence delivery may be
obtained.
No Claims will be admitted at or the
Goods have left the Godowns, and all
Goods remaining undelivered after 18th
August, 1925, will be subject to rent.
All Claims against the steamer must
be presented to the Underwriter on or
before 25th August, 1925, or they
will not be recognized.
All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon, within
the free storage period of one week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
THE BANK LINE LIMITED.
General Agents.
Hongkong, 13th August, 1925.

CONSIGNEES

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES

THE Steamship
"LACONIA"
FROM TRIESTE, VENICE, BRINDISI,
MASSADA, PORT SAID, ADEN,
COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the Go-
downs of the Godown Company, Ltd.,
at Kowloon, whence and/or from the
wharves delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before 7th inst.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
the 13th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 33rd inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
13th inst. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
DODWELL & CO., LTD.,
Agents.
Hongkong, 7th Aug., 1925.

OREGON ORIENTAL LINE

From PORTLAND, U.S.A., via
JAPAN PORTS AND SHANGHAI.

THE Steamship

"WEST KADER"
Voyage No. 16/65 Out,
having arrived from above ports
on August 12th, 1925, Consignees
are hereby requested to present
their Bills of Lading in exchange
for Delivery Orders, and take
immediate delivery from alongside
steamer.
All Cargo not taken delivery of from
steamer by 7 a.m. on Aug. 13th, 1925,
will be landed into and stored in the
hazardous and/or extra-hazardous
godowns of the China Provident Loan
& Mortgage Co., Ltd., at Consignees
risk and expense, whence delivery
may be obtained.
All broken, chafed and damaged
cargo will be examined by Messrs.
Anderson and Ahe, (Marine Survey-
ors) at the Godowns on August
18th, 1925, at 10 a.m.
No claims will be admitted after
the goods have left the steamer or
Godowns.
All claims against the steamer
must be presented to the Underwriter
on or before August 22nd, 1925,
or they will not be recognized.
No Fire Insurance whatever will
be effected.

COLUMBIA PACIFIC SHIPPING COMPANY

Managing Operators.
UNITED STATES SHIPPING BOARD
EMERGENCY FLEET CORPORATION.
Hongkong, August 12th, 1925.

HEMROD'S

ASTHMA CURE
Gives Instant Relief
Sufferers from Asthma, Hay
Fever, Coughs and Colds find
quick relief with Hemrod's
Cure. It is all
Genuine and safe
and sure
FAMOUS
FOR 1
IN TRIAL

INDO-CHINA STEAM NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

DESTINATION	STEAMER	SAILING
YOKOHAMA via KOREA	KUTSANG	Satur., 10th Aug., at 7 p.m.
YOKOHAMA via KOREA	HOKANG	Wed., 26th Aug., at 7 p.m.
STRAITS AND CALCUTTA	NAMSANG	Wed., 26th Aug., at 3 p.m.

For Freight and Passage apply to:-

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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan Ports

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada

Through passage rates to Europe via America

YAGU MARU

THURSDAY, 27th Aug., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Port.

KATORI MARU

Saturday, 15th Aug., at 4 p.m.

ATSUTA MARU

Saturday, 23rd Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU

Monday, 21st September.

LIVERPOOL via ADEN, MARSEILLES & GASCOW.

TOBA MARU

Sunday, 20th September.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU

Wednesday, 19th August.

TANGO MARU

Wednesday, 23rd September.

NEW YORK and/or BOSTON via PANAMA.

MAYBASHI MARU

Tuesday, 8th September.

BUENOS AIRES via Singapore, Durban & Cape Town.

Delagoa Bay & Algoa Bay.

KAMAKURA MARU

Monday, 31st August.

BOMBAY via Singapore & Colombo.

YOKUSHIMA MARU

Friday, 14th August.

CALCUTTA via Singapore & Rangoon.

RANGOON MARU

Tuesday, 18th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU

Thursday, 20th August.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU

Monday, 24th August.

KOBE & YOKOHAMA.

OSAKA MARU

Thursday, 27th August.

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BOAT & TRAIN RACE.
 In a race down the Hudson River from Albany to New York City, the speedboat "Baby Gar IV," (in the middle, foreground) beat the "Twentieth Century Limited," a New York Central train, by 28 minutes.



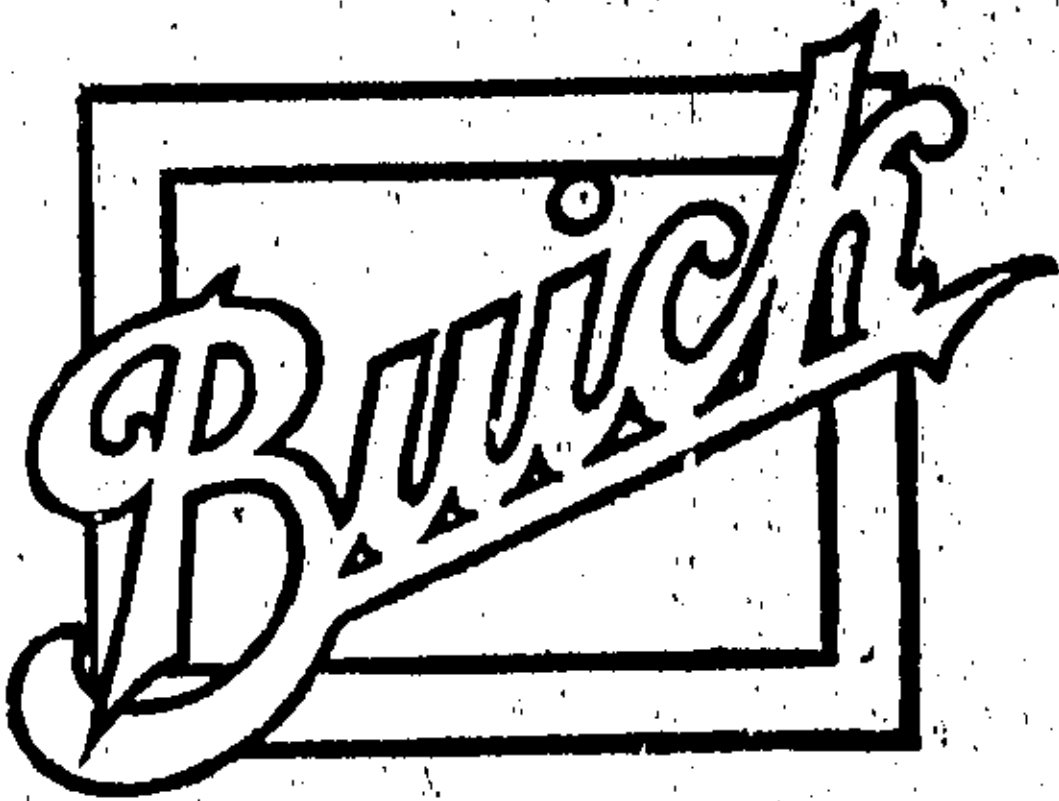
McMILLAN OF FORT POLY.
 U. S. sailors are shown taking the wings of one of the McMillan expedition planes at Boston to be crated before they were placed aboard the ship Peary for the Arctic dash.



HEADWINDS.
 Two trainmen met instant death in the engine cabin, remains of which cover the engine in the above picture, after two New York, New Haven and Hartford freight trains crashed at Readville.

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ODDS AND ENDS

Magnetic Toys.

There is something wonderful about magnetic toys which always fascinate a child—a model liner, for instance, six inches long, that will follow a control stick anywhere on the water, says the "Manchester Guardian." The stick has a strong steel magnet at its end, and the little liner may be maneuvered backwards and forwards without actually touching the stick. But perhaps young children care more for the gaily coloured ducks, swans, goldfish, frogs, and boats that are sold in a box, with the magic wand. These are by no means new toys; the idea, indeed, is quite an old one, but the sets are now far more attractive than they were years ago. Even the cheapest, costing half-a-crown or so, contains a lobster, four ducks of different kinds, three coloured fishes, and a ship. The larger boxes, which run up to eight or ten shillings, have bigger ducks and fishes, more ships, and a few frogs, but otherwise are just the same. All have the magnet, in the shape of a little stick, which ducks, fishes, and frogs obey as though under a spell as indeed they are.

The Taungs Skull.

The history of the famous skull found in recent years in Northern Rhodesia and at Taungs, about 50 miles north of Kimberley, was discussed by Professor Sir Arthur Keith, in his seventh lecture on ancient man, at Edinburgh University. He expressed the opinion that the Taungs skull was not the veritable "missing link" which had been expected in some quarters. It was an extinct kind of anthropoid ape, and had no claim to humanity. Professor Arthur Robinson, whose theatre the lecturer had the privilege of speaking in, had carried out a very thorough comparison of the Taungs skull with a series of skulls of chimpanzees of a corresponding age, and had come, to the conclusion that the animal discovered by Professor Dart was, in all its essential characters, a chimpanzee.

Methods of Proposing.

Andrew Lang used to say that love stories and love scenes in English were generally best done by writers like Trollope, writers who keep things, that is to say, rather quiet if not in a minor key (says a writer in the "Daily Telegraph"). This is a matter of temperament, perhaps, rather than taste. But if you prefer the subdued style, let us have Mr. David Copperfield proposing to his second wife. The lady had confessed to an old secret she could not reveal. "Dearest Agnes," says David, "whom I so respect and honour—whom I so devotedly love!—when I came here to-day I thought that nothing could have wrested this confession from

me. I thought I could have kept it in my bosom all our lives, till we were old. But, Agnes, if I have indeed any new-born hope that I may ever call you something more than sister, widely different from sister—"

Then, of course, she cried, which was certainly just as well, and after a good deal more in the same vein, they understood each other. The situation was delicate but I cannot think this is the sort of thing which Dickens did best. If you like something else in a similar vein let us try Adam Bede and Dinah. He was a plain man. The said, "Dinah, I love you with my whole heart and soul. I love you next to God who made me. Don't tell me you can't love me. Dinah. Don't tell me we must part and pass our lives away from one another." But Dinah, you remember, thought she had a mission, and though Adam promised he wouldn't ask her to go to church with him on Sunday she went her own way—for a chapter or two. Then they met and he just said, "Dinah!" and she told him, "My soul is so knit to yours that it is but a divided life I live without you." People tell me they can't read George Eliot now. They might do worse.

And, probably do. If the strange man is wanted, let us have that exemplar of the tribe, Jane Eyre's Mr. Rochester. This was his little way: "Come to my side, Jane. I summon you as my wife. It is you only I intend to marry." She wouldn't, she thought he mocked her. "Come Jane—come hither." "Your bride stands between us." "My bride is here." He asked her if she doubted him. "Entirely," said Jane. "You have no faith in me?" "not a whit." So then he informed her that "You—poor and obscure and small and plain as you are—I entrust you to accept me as a husband!" After which he proceeded to assure her that she was friendless and cold and comfortless, to wash his hands of the world and defy the opinion of man. Is this not the very model of all the shales and the gypsies? Everything must have an end, and I think the specimens of proposals had better end here. You pay your money, and, if you are lucky, you take your choice.

A temple Craze.

Charles Lamb would be vastly entertained if he could learn that a lift is being put in at 5 Crown Office Row, next door to where he was born (says the "Daily Chronicle"). It is the first intruder of its kind within the Temple. But that is not all. The graveyard of the Temple Church will grow neither shrubs nor turf. It is the joint property of the Inner and Middle Temples have put their heads and pockets together and are now putting crazy pavement in the churchyard. "Crazy," O, Plin, what a chance you have missed!

The Queen's Memory.

Queen Mary is always showing what a tenacious memory she possesses (says a "Daily Express" writer.) Recently she went to see the Rockefeller pen of bells at Croydon. M. Lefevre, a Belgian, carillonneur, played them. "I have heard you before," said the Queen, "about three years ago in Malines."

Prince George.

It is an open secret that Prince George had a real "down in the mouth feeling" when he left to join his ship on the China station (says a "Daily Chronicle" writer.) The Prince of Wales, who knows the "going away from home" feeling only too well, sent his youngest brother a few words of encouragement to cheer him up when he was leaving England. There is a strong bond of affection between the Heir-Apparent and Prince George. The two are great friends.

"Elizabeth's" Creator.

Countess Russell is once again in her beautiful flat at Whitehall Court, and intends to do considerable entertaining during the season (says an "Evening Standard" writer.) She usually spends the winter in Switzerland, and works on one of those delightful novels which since the days of "Elizabeth and Her German Garden," when everyone wondered who she was, have given her readers such pleasure. Though she is a steady and untiring worker she always enjoys the playtime which comes after the completion of a novel, and moreover, unlike most literary celebrities, she is always dressed in the very latest mode and is an enthusiastic and very fine dancer.

The King and Oliver Cromwell.

The King has never spoken better than at the foundation of the new Lloyds; a true sailor, he was genuinely moved by the romantic history of that seamen's Mecca in the City, where those that go down to the sea in ships do business in great insurance (writes "Ocellus" in the "Outlook.") Oddly enough, His Majesty broke on that occasion an unwritten tradition of over two centuries; he quoted—and quoted very aptly—a saying of Oliver Cromwell, whose speeches have hitherto been officially ignored by Royalty. Apparently the innovation passed unnoticed, but Cromwell, like King George, believed in sea-power, and the grim Protector, who fostered the Navigation Acts, would perhaps have smiled in the shades to hear himself recalled at the headquarters of British navigation.



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